leaves the Holland House at 10:30 o'clock each morning and arrives at the Ardsley Club at 1 o'clock in the afternoon, and on the return trip the coach leaves the Ardsley Club at 3:30 o'clock and arrives at the Hol-land House at 6 o'clock. The teams are changed at 138th street, Kingsbridge, Yon-

At the Coaching Club meet the turnouts

NEW YORK, SUNDAY, APRIL 12, 1903, -Copyright, 1908, by The Sun Printing and Fublishing Associat At the booking offices of the road coaches no special rules are in force as to whom the tickets shall be sold. As at a theatre office, the only rule is "first come, first served." The fare on the Lakewood coach is \$12 one way or \$100 for the entire coach. The box seat is \$2 extra. On the Ardsley coach the single fare is \$3 and round trip \$5, the box seat being \$1 extra each way. The full coach of twelve outside seats is \$60. The tariff on the coaches to Morris Park is usually \$5 for the round trip. Seats must be booked well in advance, and it is not often that single seats may be taken. On the Ardsley coach single seats may be booked only on Saturdays. The season of the Ardsley and Lakewood coaches will be about forty days, after which the horses will be sold at auction. New outfits of horses, the rule being five to a change, are bought before the start of each road coach, and they are sold off after the season. The ventures, except on short runs during race meets with professionals as whips, are not promoted to make money. The margin of loss, however, depends on such variable conditions as the state of the weather and the shape of the horses when the coach is taken off the road, so that it is impossible to fix a hard and fast rule to govern the expenditures.

The Ardsley coach, the Piencer, is owned and put on by the Coaching Club, with the support of its members who volunteer to do the driving each season. This year the whips will be Reginald W. Rives and Alfred Gwynne Vanderbilt. Mr. Rives will be the coachman on the opening run to-morrow, when Center Hitchcock hes taken the coach for the trip. The coach leaves the Holland House at 10:30 o'clock each morning and arrives at the Ardsley Club at 1 o'clock in the afternoon, and on the coach is the rest he season the coach is the rest he season of the coach is the rest of the coach is a trip. The coach leaves the Ardsley Club at 1 o'clock in the afternoon, and on the coach is the rest he season the coach is the rest of the coach is the rest of the coach is the re

#### SOME JOYS OF FOUR-IN-HAND.

A TRIP TO LAKEWOOD IN THE OLD-TIME STYLE.

"Zounds," cried out the passenger. 'Can't you stop the coach"
"The upside wheels were turning so fast he thought it was a runaway."
Howlett's knowledge of coaching, as Sam Weller's of London, was "varied and peculiar." He had a story of the road to illustrate every subject brought up. As he finished this one the coach drew up at the Mansion House, New Brunswick. There was a row of automobiles before the door, just as in the days of the New York and Philadelphia road coach the pavement would be crowded with bloycles. Query: Will the horse outlast the automobile pleasure tourist as it has the bicycling pleasure You May Catch the "Coaching Back." Otherwise Are Certain to En-Joy It-Incidents With Mr. Hyde as whip - A Sentimental Journey in Modern Setting-Road Season Open.

It is a long run by coach from Manhattan to Lakewood-to be exact, seventy-nine miles -and on this account the best of ways totry for pleasure the method of travel made obligatory until 1825, when George Stephenson started his railroad and got in the body blow against mail coaches. The route is the same to New Brunswick as the old coach road to Philadelphia, but it then diverges to the southward, while the Philadelphia road keeps on toward Princeton and Trenton. In fact, there was more travel by road from New York to Boston than to Philadelphia in the old days, for when the Knickerbockers journeyed to Philadelphia it was mostly by water. Still, it is good to roll along on the rocking coach, and, closing the eyes, to fancy one is a traveller in earnest and that there are no railroads or trolley cars in the world. It makes no difference that the coach is a reproduction in its appointments of the "flying machines" of the old English roads, not of any pre-existent American system. We are fellow passengers with Pendennis, Copperfield, Mr. Pickwick, "Tom and Jerry." with the immortal Jorrocks of the Sporting Magazine. That lad standing to look back at his father's figure under the Peacock lamp is Tom Brown setting out to Rugby. The road coach of English fletion has friends the world around, and the Liberty to Lakewood is a reproduction of the favorite vehicle of the novelists.

But this is a log of the present April days and of facts. It begins with the start of the Liberty for Lakewood from the Holland House, the roans and bays of the town team jumping into their collars, and the red-coated guard standing in the boot and piping "Clear the road" from the long brass horn. The onlookers are mostly men who stop for a moment on their way to stores and offices; but there are a few noted amateur and professional whips, keen in criticism, with as judicial a line of critics in the drivers of the hotel cabs drawn up along the curbstone. It is ten minutes to 9, too early for the shoppers or gadders, and the only women about are at the hotel entrance.

The coach floats along with the vehicular tide of Fifth avenue, for, barring a doubledeck bus, the traffic wave at that time sweeps toward downtown. James H. Hyde, the amateur who has put on the coach for the fun of driving it, is, of course, the car tracks of Broadway, and then it is all down hill through Twenty-fifth street to the Jersey City ferry. On a coach top the descent is plainly seen; one might walk the street for years and hardly

notice the grade. The brownstones west of Broadway are merged into tenements and then into factories, the crossing avenues marking the succeeding strata of buildings. Women and men hang out the windows of the tenements; more stand at the shop doors, and fow into the street. The talk that floats to the passengers is good humored and sporting. It is the same in the towns and villages through New Jersey, and in the

There are no special privileges at the ferry. [Tariff is paid for a "four-horse vehicle" and the coach rolls aboard in line with trucks, vans and carts.

Up-hill work over trolley tracks and with many quick turns follows the drive off the ferryboat at Jersey City. Presently the first bit of green is passed, the grassplot skirting the court house, and the coach is soon passing through the villas on the heights. There is a quick swing into the street that leads down-hill to the bridges and into Newark. There are two trolley tracks in the middle of the street and a

tracks in the middle of the street and a row of telegraph poles along the gutter, but the sidewalk is unpaved and narrow, the embankment sloping to the level of the empty lots on either side.

"Quite against my will, I drove the coach along the sidewalk the other day," remarked Howlett, Mr. Hyde's professional aid.

"The team shied from a trolley car, and the only thing to do was to swing in between the telegraph poles and the falling-off place. But luckily the horses kept straight."

"A bad place to try at night," said a passenger.

the telegraph poles and the falling-off place. But luckily the horses kept straight."

"A bad place to try at night," said a passenger.

"Yes, although a man never feels fear at night, for he can't see things. The qualms come when he goes over the route again by daylight."

The first change is at Ferry street Newark. Thence over asphalt into Broad street, wide and open, turning past the public buildings to the country. Past the golf links the villa-lined avenue ends at the railroad subway at Elizabeth, where a steep ascent through Main street brings the coach to the country road again and to the second change at Linden. An old-style sign swings before the roadhouse, put up by Mr. Hyde's orders, and there is a similar signboard at Freehold, a ten-minute stop being made at each place for refreshments. The signboards bear inscriptions in burlesque Indian words. On the Linden sign is "Takadrink Inn and at Freehold" Aweebitdrappie Inn."

After Linden the drive is through a park-like stretch of country, along the Rahway road and past the Colonia links and the millponds to Iselin, country roads again through Metuchen and into New Brunswick, the college town presenting a pretty picture at the foot of the hill, with the Raritan River in the foreground. The bridge ends in a cobblestone street, narrow and up-hill, an excavation on one de for a gas main and the trolley tracks adding to the difficulties of the way.

At this point Mr. Hyde kept the team at a trot and whirled the coach in and about all the obstacles without a halt. The tires ran within two inches of the excavation and the passenger on the end seat felt dizzy. "It's like steeple climbing," was Howlett's comment to this passenger. "If-you look at the ground you will lose your nerve." "Did you ever upset a coach," asked the passenger, still seeking comfort.

"No, but I saw one go over once in England. It had an inside passenger, a typical country clergyman, with long side-whiskers and great dignity. The coach lay on its side and there was a rush to open the door

THE LIBERTY COACH AT LAKEWOOD. white hat, the dress hat of summer in ante-bellum days, and, tall, slim, with pointed beard, Mr. Hyde suggests the old school in the South, or a Parisian boulevardier. The team is pointed to the right at the Worth monument. There is a rattle over

outfit, with wages and running expenses, must represent \$40,000, but the fun is worth it to one who can stand the pace.

With but one party on the coach the box seat is taken in turn, and Mr. Hyde chats with its occupant. He also takes the head of the fable at luncheon and makes a most genial host. His favorite team is one that will divide the work evenly between them and work at a fair speed. In buying the horses pedigrees were not considered, but, as looks, conformation and speed were the essentials to govern the selection, Mr. Hyde says that the blood lines must be pretty good. One of the horses on the Newark change, a bay, is a standard-bred trotter with a record of 2:17. Whoever has the box seat notices a clock on the footboard and under it a brass sign telling the time of arrival at the next stage, with the distances in miles, so that the coachman may tell at in miles, so that the coachman may tell at

ure tourist as it has the bicycling pleasure

After New Brunswick the route is

After New Brunswick the route is southerly, beginning with a picturesque bit past old Colonial villas and in view of the Raritan, thereafter through a pretty farming country and scattered hamlets to Freehold. Thence through another stretch of farms and woods to Farming-dale and the last change, a team that does the six and a half miles to Lakewood in thirty-five minutes. Ordinarily a road coach does not weigh more than 2,400 pounds, but the Liberty is heavier and weighs 3,000 pounds. The passengers add materially to the weight. The coach was originally built in Paris, on the lines of an old English mail coach, for James Gordon Bennett. It is painted in the colors of the Royal Mail, black and maroon, with red running gear, and the guard's coat is the governmental livery. The harness is all imported from England, each set being black with russet reins, but the collars were made here and fitted to each horse. Both thereafter are known in the coach service by the same number, horse and collar being inseparable. There are ten teams used each way, and, as an extra horse is left at each change and changed about on the team, there is a day of rest for one horse every fifth day, while all rest on Sundays. The

rival at the next stage, with the distances in miles, so that the coachman may tell at a glance whether he is running on time or not. As the coach draws near the team awaiting at the change, the occupant of the box seat must unbuckle the reins, as the hands of the whip are fully occupied. It is estimated that the pull of the reins is equal to an average weight of twelve pounds; being less for a free and more for a pulling team.

The best going is on the country roads, the typical Jersey roads of red sand, but there is plenty of jolting in and near the towns. There are so few hills that the brakes are seldom put on. Once out of Newark the scenery is charming. Along the roadside the maple trees are breaking into leaf, and the buds are swelling on the other trees. The distant woods are brown and bare, with a patch of green here and there, as though some one had hoisted an Irish flag. Crocus and tulip beds brighten some of the gardens; ragged rows of box are sometimes seen, matching the pines in steadfast green, and the grass of the roadside and the golf links show the brightness of new verdure. The fields are dull and brown, save for the bright color of winter wheat, and the farmers are busy with the spring ploughing.

Setting out, the novice at coaching has

are dull and brown, save for the bright color of winter wheat, and the farmers are busy with the spring ploughing.

Setting out, the novice at coaching has an insecure feeling, as though in a cranky boat. As the coach swerves there is a tendency to catch hold of the seat backs—called lazy backs—for security. Confidence comes on imperceptibly, like the "sea legs" on a voyage, and then one feels as though he could ride along till the crack of doom. The next day there is a certain stiffness in the back. It is the "coaching back," but as an offset the lungs are swelled up and there is no regret at being sent back to the treadmill of pedestrianism, for one steps out as nimbly as a walking champion. It is no wonder that those who travelled before the days of steam were a hardy sort. A road trip is an experience

for one steps out as nimbly as a waiking champion. It is no wonder that those who travelled before the days of steam were a hardy sort. A road trip is an experience easy to gain in these days, for the spring is the coaching season.

Fair coaching time with a full load is seven and a half to eight miles an hour. On record runs this is beaten, but on such occasions comfort is sacrificed for speed. Last month A. G. Vanderbilt and Robert L. Gerry were the whips, with a full load of passengers, on a fast run from the Holland House to the W. K. Vanderbilt place at Islip, making the trip in four hours and forty-five minutes, a rate of over twelve miles an hour. Twenty horses were used, the relays being made at Jamaica, Hempstead, Seaford and Babylon. The greatest of road runs was made on Oct. 19, 1901, by James H. Hyde and A. G. Vanderbilt from the Holland House to Philadelphia and return in one day. According to an odometer attached to the coach, the distance traversed was 112 miles each way, but the whips had figured it at 99 miles. The record run to Philadelphia was made in nine hours and thirty-two minutes. Sixty-eight horses were used. The party, which included Morris E. Howlett, W. C. Gulliver, Bradish Johnson, Jr., and Frederick Davis, set out before dawn and did not get back until after midnight, the time of actual travel having been nineteen hours and thirty-two minutes. The previous record was of ten hours and forty-six minutes. It was made in May, 1864, the drivers being in turn Col. Edward Morrell, Harrison K. Caner, Nelson Brown, Edward Browning and E. Rittenhouse Miller, who used fifty-two horses on the run. The same gentlemen were the whips of the Philadelphia and New York public line, the most formidable undertaking in road coaching carried out in this country.

THE STATE'S AID TO SCIENCE.

IT IS CARRYING ON IMPORTANT GEOLOGICAL INQUIRIES.

One of its Departments of Which Most Citizens Know Next to Nothing, Though the Results Achieved Have Won Fame for New York in the Scientific World.

There are lots of people in this city who don't know that the State of New York has a department of paleontology, and almost as many who, if they were told, wouldn't be much the wiser for the statement. For all that, the State has maintained such a department for nearly seventy years, and its work is celebrated throughout the scientific world. Moreover, that work comes home, more or less directly, to every man in the State, not only by contributing to its fame and to the sum of human knowledge, but by indicating new channels for the development of the State's natural resources.

The paleontologist is the man who examines the earth's strata and their fossils. tracing from them the earth's history and the tendencies shown in its development. In no other part of the world has so profuse and uninterrupted development of the older rock strata and their fossil fauna been recorded as in New York State, so that this region has become a basis of comparison for other deposits of prehistoric ages and is the key to investigations of the utmost value to geolo-

No purely scientific work ever supported by the Legislature has produced results of greater significance than this. Geologists have asserted that their value to students of the problems of world building and the history of life cannot be estimated, and the State, by its enactments, has declared from time to time the rights of the people of New York in the fossil remains from

which these results have been obtained.

The State Museum at Albany is now the depository of extensive collections of organic remains from the rock strata, which have been made with the aid of public funds, and the museum is known in every civilized country for these great collections and as the institution in connection with which important discoveries in geology and palæon-

tology have been made.

The department has also been the training school for several of the most famous American geologists. From it have graduated two directors of the United States Geological Survey, three United States Palæontologists, a State geologist, the director of the Geological Department in the American Museum of Natural History here and the professor of palæontology in

Yale University.

The State Palæontologist is charged with the collection and study of the fossils of the State and the classification of the rock strata connecting them. He publishes scientific papers, reports on special sub-jects, memoirs embracing more elaborate kers and Hastings each way. The privileges of the Ardsley Club are extended to the passengers, and a special luncheon is ready on the arrival of the coach. Two coaches run from the Plaza Hotel, one to the Country Club of Westchester, which takes in the races during the Morris Park meeting, and the Squadron coach, tooled by members of Squadron A, which runs three times a week to the polo matches of the troopers at Van Cortlandt Park. One change is made each way. During the Morris Park races, too, the Good Times makes daily trips from the Waldorf-Astoria and the Reliance from Sherry's. On May 9 the Coaching Club will hold its annual spring meet, the rendezvous being in Central Park and the dispersal at Morris Park. The day is the greatest in the metropolitan coaching year. reatises and geologic maps of parts of the State on the topographic base. He works in cooperation with the United States Geological Survey and with the departments of the various universities in the State, so that together they form a union of scientific investigators whose work is of far

reaching importance to geologists.

Three-fourths of the area of this State is covered by rocks of the greatest value in geological study and outside of this city nine-tenths of all the educational institutions under the State University are situated upon them. It is the part of the State pale ontologist to bring his work into close touch with the educational concerns of at his disposal an interest in geological

At the Coaching Club meet the turnouts are park coaches, usually termed drags, which are the private coaches of the members and lighter in build than road coaches. They are utterly lacking in the gay colors of the road coaches, although more ornamental in mouldings and carvings, while the horses are the best that can be brought together. Speed and wear-and-tear qualities are the first essentials in a road team, but in a park team conformation, evenness of color and manners are easential. The whips wear the Coaching Club uniform, a bottle-green coat with brass buttons, while their guests are in formal afternoon attire. The servants are in livery. On a road The Legislature began this work in 1836 by authorizing a natural history survey of the State. The few geologists then appointed chose a palseontologist to interpret for them the great number of fossils they found in the rocks. The conclusions at important to the world that British geologists demanded a more detailed investigation before accepting them, and Gov. Bouck appointed the first official State

The work has gone on since under the Regents of the State University with highly valuable results to scientists, though the ordinary citizen may not have heard much about them, or, hearing, has not understood their importance. An interesting report of the present State Palæontologist, Dr. John Mason Clarke, is now in course of preparation dealing with the region about the city of Hudson, Kingston, Olean, Chautauqua county and Cayuga Lake and the geological problems of western New York.

One of the most interesting tasks under-One of the most interesting tasks undertaken by the department has been an investigation of the Niagara River region, embodied with the conclusions of other investigations in a historical and scientific sketch issued a year or so ago. In this was made known that through a natural tilting process in the strata of the northwestern half of this country the drainage of that section is being gradually transformed. It is a transformation so gradual that a visible stage is only reached in a century, but the outcome is important as indicating the changes which are taking place constantly in the earth's surface.

Through this gradual tilting process described in the report, in about two thousand years the Illinois River and the Niagara will carry away equal portions of the surplus water of the great lakes. In 2,500 years the discharge of the Niagara over the falls will be intermittent, falling off altogether in low stages of Lake Erie, and in about thirty-five hundred years there will be no Niagara at all. The basin of Lake Erie will then be tributary to Lake Huron and the lakes will drain the other way, toward the Mississippi. taken by the department has been an in-

BIG CATFISH WAKES UP.

Takes a Light Breakfast of Eels on April 4. Its First Meal in Seven Months. The big Mississippi River catfish at the Aquarium, which passes its winters in a state of hibernation, took its first food this year on April 4, which is carlier than usual. In 1902 it ate for the first time after its winter period of repose on April 28 and

in 1901 on April 30. The big catfish took its last food in 1902

FREDERICK LOESER & CO.

BROOKLYN ADVERTISEMENTS.

FREDERICK LOESER & CO.



# Here's Real Silk Supremacy.

59c. for Regular \$1.00 Printed Liberty Satins.

You cannot fail to like these Printed Liberty satins—the designs are this season's and the combinations the very best. To call them \$1.00 silks is to be on the conservative side of their real value. All at 59c. 79: for Regular \$1.10 Guaranteed Black Taffeta.

This taffeta is 27 inches wide and the best taffeta ever offered at 79c. It is really a grand dress taffeta, and you will find it difficult to duplicate anywhere at \$1.10. We have 5,000 yards to-morrow at 79c. yard.

85c. for Regular \$1.25 Black Peau de Soie.

This silk is 27 inches wide and will be found one of the very best silk bargains we have given this year,

## Last Week of Furniture Sale

### The End of an Historic Event.

Brass and Iron Beds 1-4 to 1-2 Off.

The brass and iron beds are luxuries compared with the usual old-fashioned wooden bedsteads—cleasliness as well as sightliness. This sale, now drawing to a close, has put this luxury into the homes of thousands who had never given the matter a thought before. It has been a triumph to surpass this year the wonderful sales we have had in the past. For the summer cottage, the hotel, the boarding house, this sale is really a boon, of greater economic benefit than words can record. You will find all the newest and most approved ideas. We enumerate some of the prices—there are plenty of others just as good.

Brass Bedsteads.

and that is saying a volume; 85c. instead of \$1.25.

At \$19.75, Regular \$29.00—Continuous bent pillar, 3-foot, 3-foot 6-inch, 4-foot and 4-foot 6-inch sizes. At\$27.50, Regular \$36.00-1 1/2-inch continuous bent pillar, ornamental spindles, 3-foot, 3-foot 6-inch, 4-foot and 4-foot 6-inch sizes. At \$35.75, Regular \$45.00-2-inch continu-

ous bent pillar, large husks and fancy spin-dles, 3-foot, 3-foot 6-inch, 4-foot and 4-foot 6-inch sizes. At \$39.00, Regular \$58.00-2-inch posts, fancy scroll design, 4-foot 6-inch size. At 864.00. Regular \$85.00-2-inch con tinuous bent pillar, fancy scrolls and cast brass ornaments, 4 foot 6-inch size.

Iron Bedsteads.

At \$1.95, Regular \$2.75-White enamel, 3-

foot size.

At \$2.25, Regular \$3.00—White enamel, 3-foot, 3-foot 6-inch, 4-foot and 4-foot 6-inch sizes.

At \$3.45, Regular \$5.50—White enamel, brass rods and vases, 4-foot 6-inch size.

At \$6.25, Regular \$6.75—White enamel, brass rods, spindles, vases and mounts, bow or straight footpiece, 3-foot, 3-foot 6-inch., 4-foot and 4-foot 6-inch sizes.

enamel, brass rods and fancy spindles, 3-foot, 3-foot 6-inch, 4-foot and 4-foot 6-inch At \$8.75, Regular \$10.50—White enamel, extra heavy pillar and bress top rods, fancy spindles; 3-toot, 3-foot 6-inch, 4-foot and 4-foot 6-inch sizes.

The Bedding. Here is a list of some of the notable offers:

At \$1.50-A well made wooden frame woven At \$1.95-A well made iron frame woven wire spring. All sizes.

At 55c., Worth 70c.—Special feather pillows, A. C. A. ticking. At \$2.65, Worth \$3.38-Large feather pillows, fancy ticking.

At 88.95, Worth \$12.50—Special hair mat-tress, A. C. A. ticking, full size. At \$7.85, Worth \$9.50 - Special box spring,
A. C. A. ticking, full size.

At \$17.35, Worth \$24.00—Special black hair
mattress, fancy ticking, interlined, stitched
edge, imperial tufting, full size.

At \$3.95, Regular \$8.75—White enamel continuous bent pillar, fancy scroll design, 4-foot 6-inch size.

At \$6.65, Regular \$9.00—Two patterns white enamel, brass rods and fancy spindles, fancy ticking, full size.

At \$9.75, Worth \$33.00—Special gray hair mattress, fancy ticking, full size.

Box Couches,

Big Reductions.

The best values in box couches ever offered; there are three different patterns, all with the latest self-opening device.

The fitting apparatus permits the couch to be opened and closed without moving it away from the wall. It saves space and is very

from the wall. It saves space and is very convenient.

The springs and upholstery are of the best, and nicely covered in a choice selection of the newest fabrics.

All these couches have large boxes in which to stow away your winter clothing; large enough to avoid any danger of wrinkling.

88.65. Regular \$11.00.—Self-opening best couch, full size.

812.85. Regular \$16.50—Self-opening box couch, woven wire bottom, upholstered in hair.

818.75. Regular \$84.00—Self-opening box

hair.

818.75, Regular 884.00—Self-opening box couch, large size, nicely tufted, uphoistered in hair; as good as can be made, and covered in the most attractive fabrics.

Sweeping Reductions on Other Furniture.

large gathering of sample pieces from different makers has just come to hand; these, with other odd pieces and some designs that are to be discontinued, we offer at

Reductions of 1/4 to 1/2 Regular Prices.

It really means that almost every furniture need that you can possibly have can be supplied at this sale at a saving of 25c. to 50c. on every dollar's worth purchased. The sale positively closes with the end of this week.

# The Oriental Rug Event.

The Peerless Sale of the Year.

Rugs at Less than Wholesale Cost.

Our new Rug Department is a picture of Oriental beauty, and here's an opportunity to get acquainted with the finest collection of Oriental Rugs to be seen in Greater New York. A gathering sure to attract and interest the most critical buyer. We know this display of Oriental art will be welcome to rug lovers, and in order to fittingly introduce our new department we offer a lot of the choicest rugs at less than wholesale cost. It will give you an opportunity to buy these beautiful rugs at a full saving of at least 50 per cent. It is a rug chance of a lifetime. The sale will be for one week only. There are 335 rugs in the gathering mentioned, in detail as follows:

100 Anatolian mats, regular worth \$2.98, at \$1.60 each. 15 very fine Fabriz mats, regular worth \$1 3.50, at \$6.75 each.
Five lots of Persian rugs, beautiful specimens of Feraghan, Senna,
Serebends, Herats, Sarachs, Shiraz and Mir, as follows:

pends, rieraus, Sarachs, Shirar and Mir, as follows:
49 Persians, regular worth \$20.00 to \$25.00, at \$13.65 each.
60 Persians, regular worth \$28.00 to \$35.00, at \$19.75 each.
33 Persians, regular worth \$38.00 to \$60.00, at \$28.75 each. 12 Persians, regular worth \$45.00 to \$55.00, at \$34.75 each.
31 Large Persians, regular worth \$90.00 to \$100.00, at \$35.00 each

10 Kirmanshah rugs, beautiful; average size, 4 x 7; regular value, \$95.00 to \$130.00, at \$69.50 each.

14 fine Indian rugs.
9 ft. 1 in. x 16 ft. 4 in., regular \$170.00 at \$115.00 each
9 ft. 3 in. x 15 ft. 2 in., \$150.00 at \$108.00 each
8 ft. 11 in. x 12 ft. 9 in., \$150.00 at \$98.00 each \$115.00 at \$76.00 each 9 ft. 3 in. x 12 ft. 3 in., 33 silk rugs, beautiful patterns, fine coloring, regular worth \$65.00 to \$75.00, at \$37.50 each.

6225

8150

8814

### Wonderful Piano Values.

\$75.00 to \$325.00 Under Original Prices.

Twenty desirable upright and grand pianos will be offered to-morrow at prices that must appeal to persons desiring pianos of known quality. These pianos are largely from our rent stock; others have been received in exchange, and others are new sample pianos. The prices ere from \$75.00 to \$325.00 under original selling prices. These figures are not given at random for the purpose of making values appear big. They tell of the actual savings to be had to-morrow. Every instrument is in perfect condition and as good as when new; all are fully warranted. Terms:

Pianos under \$225, \$10.00 cash and \$6.00 monthly. Pianos \$225.00 or over, \$10.00 cash and \$10.00 monthly, with interest at the

per cent. per annum.				****	N	Carlot & Barrer Fredekt	Was
Martin & Dubler Upright An exceptionally good pi-	Was	Now	Starr Upright. Medium size, mahogany	Was	Now	Smith & Barnes Upright.  Largest size, mahogany	
ano for this small price	<b>\$300</b>	. 875	case of refined design. But little used,	8315	6250	case of elaborate design, with fancy carved pilasters,	
Schiller Upright.  Largest size, mahogany case, used,	8250	\$200	Kayton Upright. Fancy figure walnut case, largest size, exceptional	•41.0		trusses and panels, Dis- continued style, Eayton Upright.	6318
Singer Upright.			value, new sample,	8225	<b>6</b> 150	Large size, rosewood case.	
Walnut case, largest size, fine tone and finish, used,	8300	<b>\$</b> 150	Steinway Baby Grand. Rosewood case. Has been			Splendid tone and respon- sive action, sample,	8225
Schiller Upright. Medium size, mahogany	8250	\$200	completely renovated. Is in every respect as good as when new. Terms, \$50			Smith & Barnes Upright.  Largest size, mahogany case, plain finish. But little	
Chickering Upright. Medium size, rosewood	<b>8</b> 430	-200	cash; \$15 monthly.	6900	6650	used, Howard & Co. Upright.	8380
case, solid panels Richmond Upright.	6450	8225	Largest size. Massive ma- hogany case, hand-carved			Medium size, mahogany case, handsome design,	
Largest size, fancy figure, walnut case, plain panels			panels. But little used, Cambridge Upright.	<b>@26</b> 0	6218	new sample, warranted ten years,	<b>6300</b>
(used)	8240	€185	Large size. Rosewood		1.8	Smith & Barnes Upright.	
Elehmond Upright.  Largest size, golden oak case, fancy carved music			case. Good tone and action. A rare value. Sample, Starr Upright.	8225	<b>\$</b> 150	Largest size, fancy figure, walnut case, plain panels. But little used,	9905
desk panel (used),	8240	6185	Large size. Mahogany			Cambridge Upright.  Dark mahagany case,	
Bradbury Upright. Largest size, golden oak			tion, excepting that finish			largest size, good tone,	
case: this piano is like new	8400	8225	was marred in shipping,	8335	8275	sample. Unusual value,	6225

Pianos delivered in Greater New York are tuned the first year without extra charge.

New planos for rent at \$3.50, \$4.00, \$5.00 and appeared per month. Liberal portion of sent applied if purchase Fine plano repairing in all branches. Orders for estimates and tuning posseptly attended to.

PIANO WAREROOMS, FOURTH FLOOR.

CAVERNS FOR FINNY DWELLERS. | finished; a fifth is under way, and all, or | in design, and the materials used in the Tanks of the Aquarium Being Transformed

Four of the Aquarium's tanks have now been relined with rookwork, in place of the tiling with which they were originally

nearly all, will be so made over, in pursuance of a purpose to give to the tanks a greater naturalness of appearance, and to give to the fishes more nearly natural surround-

No two of the tanks will be just alike

of color and manners are essential. The whips wear the Coaching Club uniform, a bottle-green coat with brass buttons, while their guests are in formal afternoon attire. The servants are in livery. On a road coach the sporting attire of the old English road is permissible with the coachman and guard, while the passengers may dress as they please. In the early days of the Coaching Club it was obligatory on the members to wear white hats and the women wore bonnets, but these restrictions no longer prevail. At a coaching meet five passengers is the limit. The box seat is usually occupied by a woman, while the other four are on the cross seat. Many of the Coaching Club members have preferences in the color of their teams that are well known to the driving world. Col. Jay is fond of a cross team on the lead, and so are Prescott Lawrence and Reginald W. Rives, the latter often showing a roan and a chestnut on the lead, but a team of solid bays, chestnuts or browns is regarded as the highest type for park driving. The late Theodore A. Havemeyer always drove four browns, and his son, T. A. Havemeyer, Jr., carries out the family custom at the spring parades. R. L. Gerry and A. G. Vanderbilt of the younger set show a preference for bay teams. Dr. W. Seward Webb is partial to halfbred hackneys, either browns or bays.

Since its organization in 1875 the Coaching Club has kept the leading place in fostering four-in-hand driving, but many of the most prominent amateur whips of the day are not members, although they usually belong to clubs of similar aims in this or other cities. The taste for country life that has developed so greatly within two decades has created a host of expert four-in-hand driving, but many of the most prominent amateur whips of the day are not members, although they usually belong to clubs of similar aims in this or other cities. The taste for country life that has developed so greatly within two decades has created a host of expert four-in-hand driving, but many of the most prominent and the lead. But strings. The dispersal sales of the road coach outfits sometimes afford opportunities to get together a really good team at a comparatively moderate outlay, while at private sale \$10,000 and more has been paid for a team. At the auction sale of C. K. G. Billings's horses last fall, as a sample of values, his Park and horse show team was bought by E. E. Smathers for \$7,500. He paid \$3,200 for the leaders. Marcus Logan and Dandy Logan, and \$4,300 for the wheelers, Logan Star and Star Duroc.

In its river home this big catfish would bury itself in the mud in winter and there it ill spring came. Here it settles on the bottom of the tank and lies motionless, sometimes for weeks on a stretch. It may at long intervals scratch its if a little on the gravelly bottom of the tank, but commonly, like a carved fish, it lies motionless. Then, when the water begins warming up again, with the return of spring, the big fish wakes up and is ready for breakfast.